THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Gauge conversion of existing Metre Gauge (MG)/ Narrow (NG) lines to Broad Gauge (BG) are taken up under Project Unigauge Since 1992 to develop alternative BG routes, establish new BG links, Minimize transshipment points and establish connection to ports, industrial centres and those required on strategic considerations. Apart from this, many projects have been taken up on socio-economic considerations.

(b) There has been no gauge conversion project in Himachal Pradesh and hence, no funds have been allocated.

(c) and (d) Yes, Sir. The project has not been taken up for implementation due to unremunerative nature, heavy throwforward of ongoing projects and constraint of resources.

Munabao-Khokrapar Rail Link

†1911. SHRI SANTOSH BAGRODIA:
DR. PRABHA THAKUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the procedure regarding running train between Munabao to Khokrapar has been completed;

(b) whether Government have received proposals regarding extension of Munabao-Khokrapar rail service to Ajmer *via* Jodhpur;

(c) if so, whether Government also propose to connect this rail service to the city of Garib Nawaz, Ajmer in near future; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Thar Express between Munabao-Zero Point Railway Station has been introduced w.e.f. 18.02.2006. However, Thar Express and Jodhpur-Munabao Link Express have been cancelled for repairing of track damaged during floods and breaches at Kavas station (Barmer).

†Original notice of the question was received in Hindi.

(b) Yes, Sir.

(c) Not found feasible at present.

(d) Operational and resource constraints.

Wastage of fuel due to closure of railway crossings

†1912. SHRI JAI PARKASH AGGARWAL:
DR. PRABHA THAKUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that time, petrol and diesel of lakhs of people go waste unnecessarily due to the closure of gates at railway crossings at many places throughout the country; and

(b) whether Government propose to make special provisions in the budget to construct under bridges on important railway crossings in order to check this unnecessary wastage of time, money and labour for the convenience of lakhs of passengers and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Level crossing gates are closed to facilitate safe running of trains on railways right of way. Railways construct Road over/under bridges on cost sharing basis if the traffic density at the Level Crossing is one lakh or more TVUs (TVU-A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours); otherwise on deposit terms *i.e.* at the cost of the State Government/Local Authority. Proposals in both cases have to be sponsored by State Government concerned duly fulfilling certain preliminary pre-requisites required under extant rules. In addition, Road Over/Under Bridges (ROB/RUB) are also being constructed by NHAI (National Highway Authority of India) on Deposit terms basis. Railways make provision of funds in the budget on the basis of proposals received from the State Government for construction of Road over/under bridges on cost sharing basis.

Recently, General Managers of Zonal Railways have been given powers to sanction Limited Height sub-ways depending upon site conditions, costing up to Rs. 45 lakhs each. These shall be considered based on

†Original notice of the question was received in Hindi.